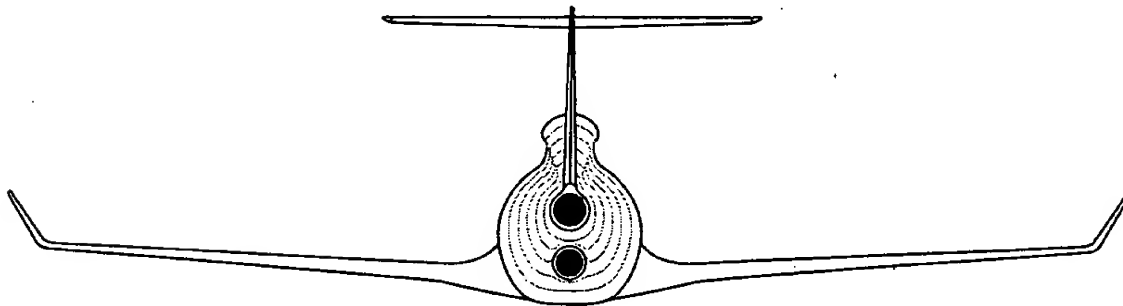


# *3X Jet Aircraft Company*

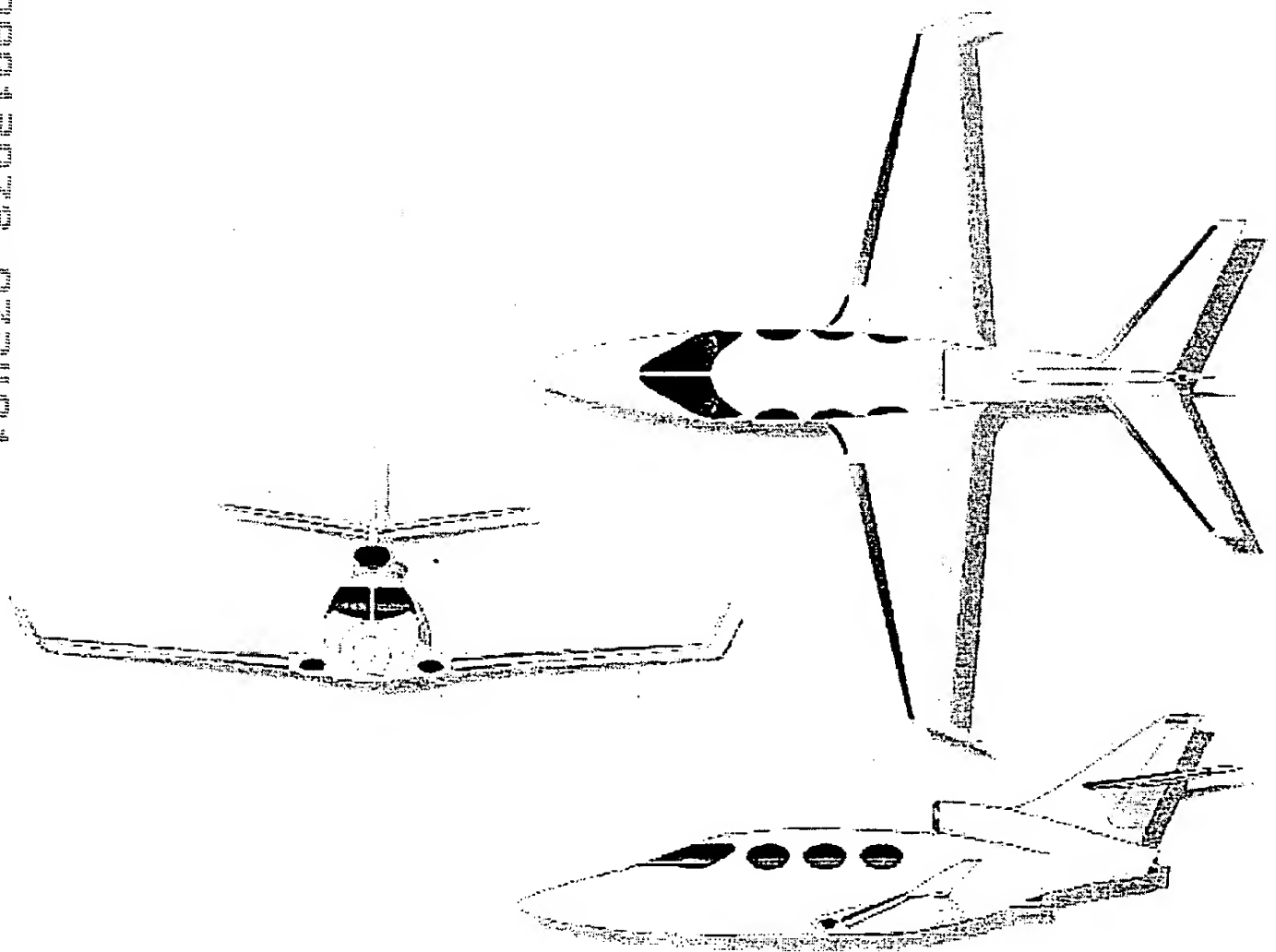
## *Conceptual Briefing*



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*Centerline thrust allows  
jet aircraft to exploit  
the advantages of  
differential power*

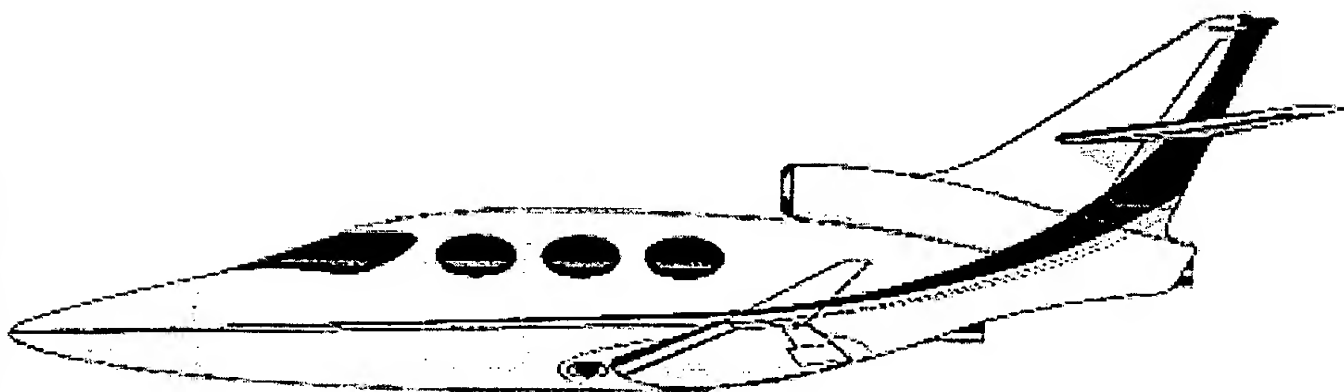
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# *Differential power can be applied in many ways:*

## *Example #1*

*The simplest application of differential power:*



*Size of engines:*

*Same*

*Flight segment of differential power:*

*Taxi*

*Method of differential power:*

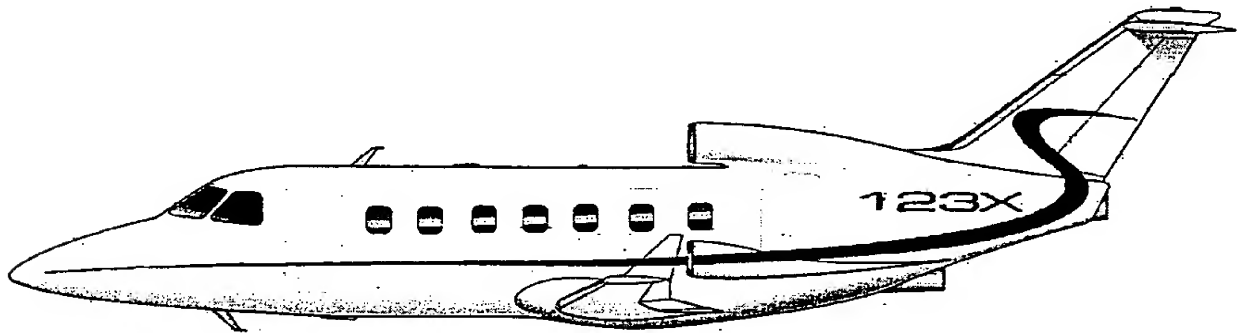
*Taxi on one engine*

*Results:*

- Slightly reduced operating costs*
- Safety of centerline thrust*

## Example #2

- Initial purchase price equal to or less than conventional configurations
- Cruise speeds equal to or more than conventional configurations
- Significantly longer range than conventional configurations
- Lower operating costs
- Safety of centerline thrust



### **Size of engines:**

|                           | <u>Conventional</u> | <u>3X</u>           |
|---------------------------|---------------------|---------------------|
| Example of engine sizing: | 3,000 lb / 3,000 lb | 3,500 lb / 2,500 lb |
| Total thrust:             | 6,000 lb            | 6,000 lb            |

### **Flight segments of differential power:**

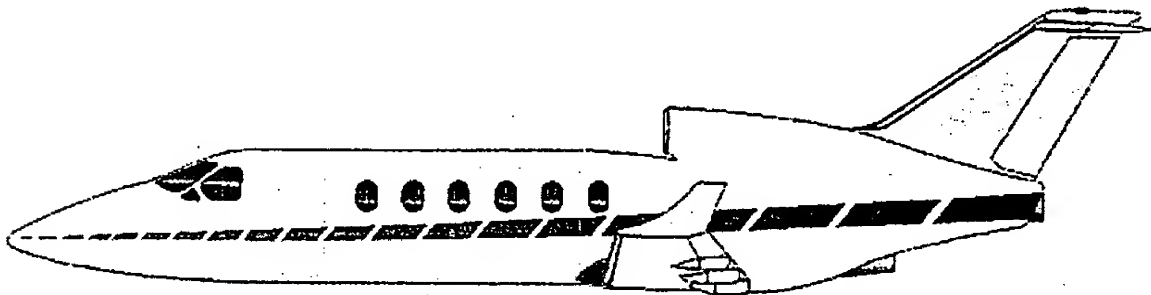
*Taxi and long range cruise*

### **Method of differential power:**

*Staging (shutting down and restarting an engine)*

### Example #3

- 30% lower operating costs than conventional configuration
- Significantly Faster than conventional configuration
- Shorter FAR 25 runway requirements than conventional configuration
- Significantly longer range than conventional configuration
- Safety of centerline thrust



#### **Size of engines:**

|                           | <u>Conventional</u> | <u>3X</u>           |
|---------------------------|---------------------|---------------------|
| Example of engine sizing: | 1,900 lb / 1,900 lb | 3,600 lb / 1,500 lb |
| Total thrust:             | 3,800 lb            | 5,100 lb            |

#### **Flight segments of differential power:**

*Taxi, cruise and initial descent*

#### **Method of differential power:**

*Staging*

## *Identified 3X Jet Applications:*

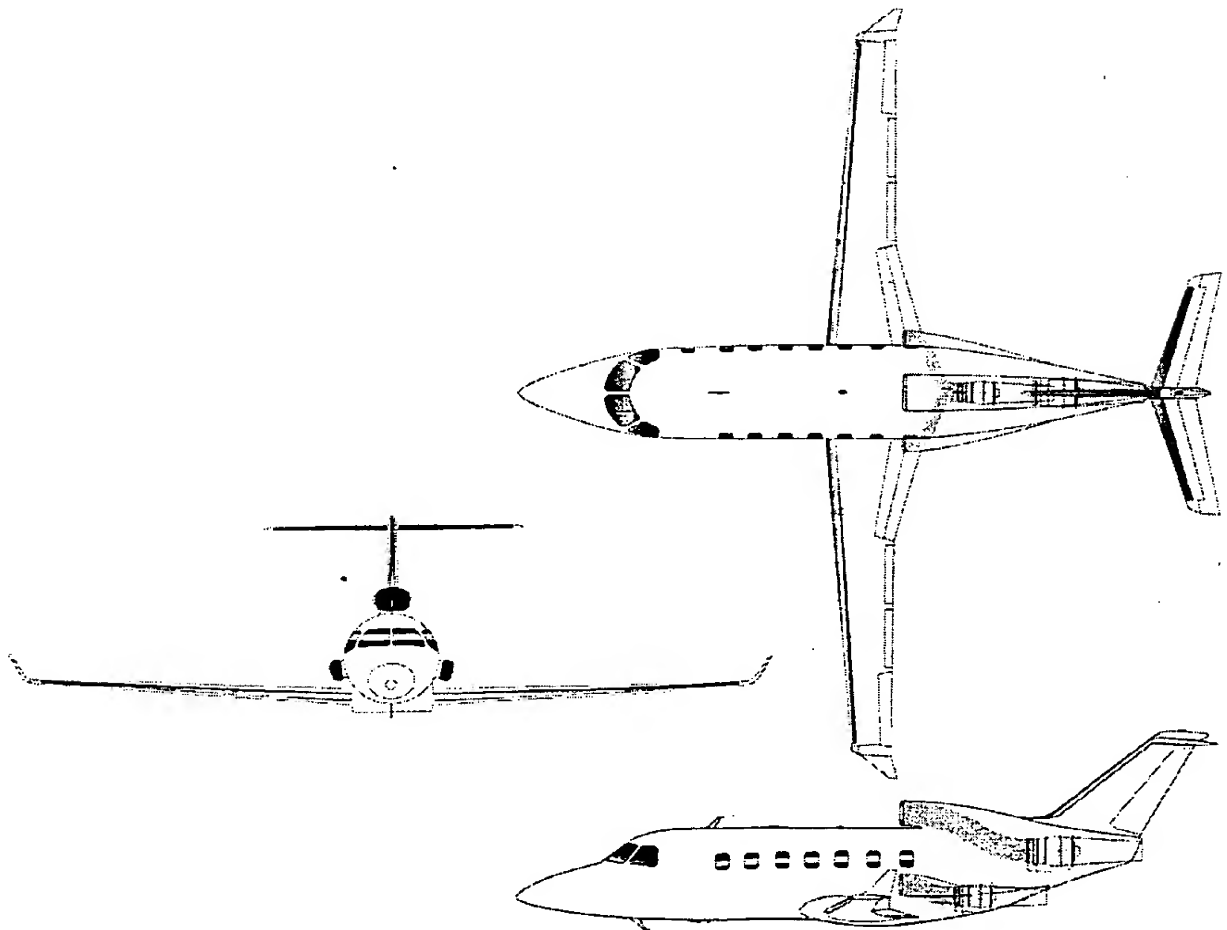
***-Fractional Jet Ownership***

***-Utility Jets***

***-19 Passenger Commuters***

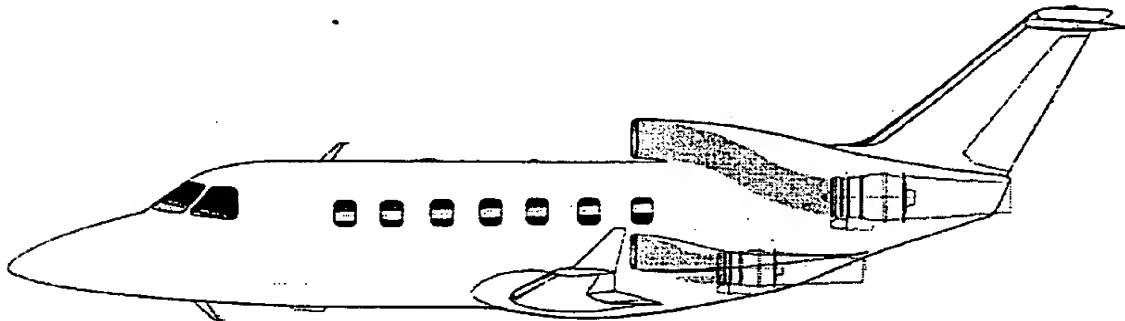
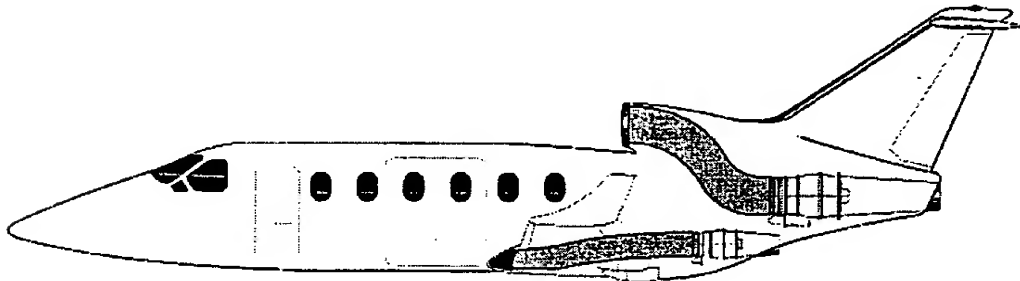
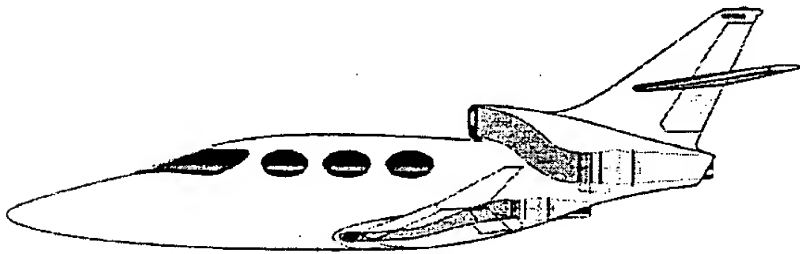
***-Personal / Business Jets***

***(priced between \$ 1.0 - \$ 2.5 M)***



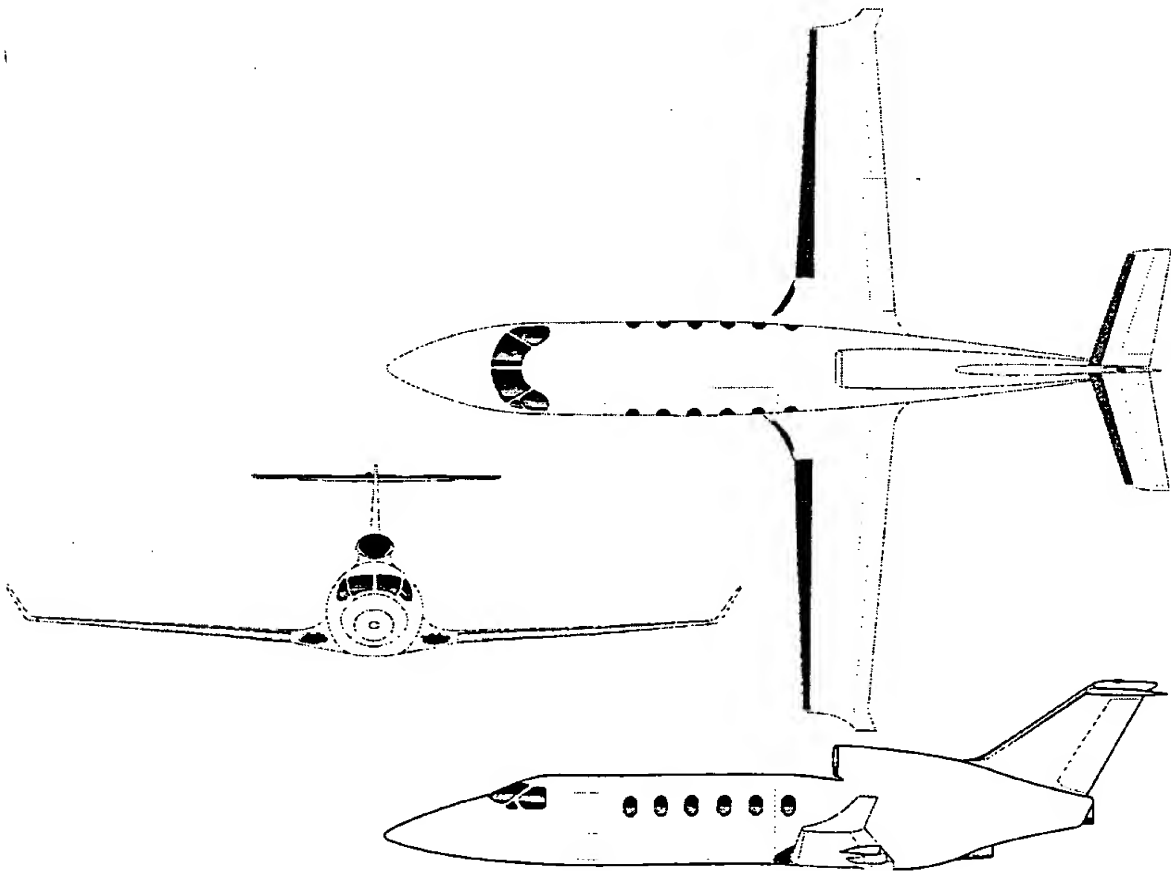
## *Fractional Jet Ownership:*

*The patented ability of a 3X aircraft to stage an engine during relocation or deadheading greatly increases scheduling efficiency and significantly reduces the operating costs.*



## *Utility Jets & 19 Passenger Commuters:*

- *Only jet product with operating costs lower than a turbo prop*
- *Only jet product that can operate from shorter runways than turbo props*
- *Customer preference for jets*
- *Extraordinary climb capabilities and jet speeds*
- *Flexible operations*
- *Center line thrust safety*





## *Personal / Business Jets*

*(Priced between \$ 1.0 - \$ 2.5 M)*

*The excitement generated by the Eclipse Aircraft's introduction demonstrates the large demand for smaller jets. Many will argue about whether or not the price, weight and performance of the Eclipse will be realized. But the overwhelming number of orders must be appreciated. There is a large product gap between the high-end piston and the turboprop. Personal / Business aircraft in this large segment will surely be introduced. The design problems with weight, range and performance for this class of aircraft, require "out of the box" solutions. The 3X Jet Configuration offers a patented, competitive edge to dominate this large market.*

